3 Redlich S-3 (no date) 1936 EG1 Albania E 6 1

Aerial Service

509

TO-DAY, with man in the air as often as the bird, there is no inconvenience caused by the more southeasternly location of Albania; it has access by air, road and sea. There are flights to Albania running on regular schedule and are most comfortable and efficient, none lasting more than a few short hours. The Ala Littoria has control of the Albanian air lines which affords regular passenger and mail service between Tirana, Korça, Scutari and Valona in a very short while, thus affording a bird's eye view of this picturesque country of beauty and tradition. The trip from Tirana to Scutari (Shkodra) and back is made three times weekly: Tuesday, Thursday and Friday. The Tirana-Korça-Tirana service is effectual on Monday, Wednesday and Saturday of every week, also from Tirana-Vlona-Tirana and return is made on Tuesday, Thursday and Friday. The service from Tirana to Kukësi and return is made on the same day and on second days of the week.

3: Redlich S-3 (no date) 1936 EG1 Albania EG /

AERIAL SERVICE

The connections abroad are through Bari, Italy, on the west and Salonica on the east.

The schedule between Rome and Tirana and vice-versa runs regularly three times every week and lasts only about three hours. The time seems as naught, for the beautiful mountainous landscape below and the shimmering Adriatic will fascinate the most sophisticated eye.

The schedule between Tirana-Salonica-Athens and vice-versa runs also three times a week.

There are also convenient aeroplane connections between Vienna (Austria) and Tirana (Albania).

A recent addition to the air connections abroad is the run between Trieste and Durazzo (Durrës) and vice-versa twice weekly.

It is worthy of mention that since these communications were introduced in Albania, in 1925, there has not been one single accident, which is a record to boast of for eleven years, for there are very few countries, if any, that have an achievement such as this of which to be consciously proud.

2:Edmonds T-3 (1926?) 1927 E13 Balkan Peoples
Albania EG1

At the Aerodrome

greatest marvels of the age. I confess that I was thrilled at the prospect before me. I went to bed early and rose with the dawn.

The aeroplane service, which connects Scutari, Tirana, Valona, and Koritza, is run by the Aero-Lloyd Company. It does not pay as yet, though it may do so eventually, and in the meantime is subsidised, I understand, by the German government.

[509]

Having packed my suitcases as quietly as possible, in order not to disturb the other occupants of my room who were still fast asleep, I went out into the main part of the hotel and succeeded in arousing the proprietor and getting my bill. Then, with some difficulty, I found a porter to carry my baggage, and set out for the aerodrome. It was a heavenly morning—warm and sunny. Not a breath of wind was stirring. I could not have had more ideal conditions for my first flight. A clock in the town was striking six as we arrived, and soon afterwards the plane was run out of the shed and the engine was started. My two suitcases and typewriter were weighed and placed in the coupé and I had to settle a bill which came to more than the price of my own seat. The throttle was opened, a hurricane of wind from the roaring propellor flattened out the grass blades and made us cling to our hats, the pilot in leather coat and goggles climbed to his place. My fellow passenger and I took our seats in the coupé, and the door was shut. The plane began to move forward, there were a few light bumps, then our speed increased, and with a wide circular sweep we were off.